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The South Australia Society of  
Model & Experimental Engineers Inc.

SOUTH AUSTRALIAN SOCIETY OF MODEL  
& EXPERIMENTAL ENGINEERS

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## **HAPPENINGS,**

### **A round up of SASMEE events, news and other things.**

Our esteemed member, Ian Osbourne Clark, passed away on Friday, 26<sup>th</sup> of June 2017. His funeral was held on Tuesday the 30<sup>th</sup> June. A number of SASMEE members attended his funeral at which Barry Dunstan presented the Eulogy, which he read as follows,

Let me begin by saying Ian Osbourne Clark was one of natures' true gentlemen, one could say he helped write the book on etiquette. In the rare instances should he be giving you a "dressing down" the tone of his voice was still polite, such was his nature. Ian managed to snare a BOAC air hostess by the name of Jean to whom he eventually proposed to and married In 1965. In those days air hosties were looked upon as pretty hot babes so Ian obviously possessed that special charm.! The marriage produced two children, Christopher and Suzie, who could not have wished for more loving and doting parents as Jean and Ian.

My story will relate to Ian's passion, or hobby if you like, to do with the train club at Goodwood, The South Australian Society of Model and Experimental Engineers or SASMEE for short. Records show that he joined on the 14<sup>th</sup> of November 1967. Being a sparkie by trade his talents were of a great help to SASMEE. Ian fabricated the signals and devised the system which has protected trains and passengers for something like 50 years. Over the ensuring years signals have been upgraded and modified to the current standard of LED technology. Several of Ian's single aspect signals are 40 years old and the three colours of red, yellow and green are mechanically operated by track circuitry.

Ian's talents also ventured into track work, particularly turnouts, also known as points or switches. These units require masterful construction in order for the safe direction of trains. Ian designed and produced a number of multi gauge turnouts for both 5" and 7 1/4" gauge systems. His meticulous attention to accuracy enabled trains of varying wheel flanges and back to back measurements to be guided with absolute safety.

With this in mind he sought to further enhance safety benefits by inventing the "frogless" turnout for the new 7 1/4" gauge system in the early 1980's. Basically this type of turnout allowed ,by moveable rails controlled by a switchstand , for a directional continuous rail thus



negating the need for check rails and frogs. They were hugely successful and word spread throughout the land so to speak. Many visitors from other clubs gave praise and took photos as Ian proudly explained their construction and benefits. These turnouts are now more than 35 years old and are still giving perfect service.

The operation of trains on Public Field Days are governed by rules and regulations based on the AALS Code of Practise. Ian penned manuals for the schooling of engine drivers, station attendants, guards and signalmen as well as conduct for members on such days.

A concise manual of parameters of details relating to carriage construction for safe operation of SASMEE trains has been in force for many years. Ian had the foresight to recognize hazardous problems arising from faulty designs and guided many members accordingly. Being an electrician by trade it is no wonder that the locomotive of choice to build would be an electric one. It was of the "Steeplecab" design and built in 1977 and still running today albeit under different ownership.

Over the years Ian gave many talks at the SASMEE meeting nights his most famous being an illustrated and detailed talk on the "Titanic" on less than three occasions. Since then when no talk was forthcoming he would threaten the "Titanic" a fourth time. This always jostled things along.

Ian's involvement with SASMEE was wide and varied. For instance way back in 1973 the club was in crisis with track construction, arguments being among members relating to the impossibilities of laying the 71/4" track. The story is that Ian contacted the top man in the railways, Tony Flint, and was hugely successful in obtaining an extra 10 feet of property on the Noarlunga railway side of the fence. Virtually overnight SASMEE's fence was relocated giving more room thus allowing the 71/4" multigauge to be laid giving what we now have today.

Ian spent some time on the executive committee and was made President in 1980 and held the position for two years. Following this he was awarded life membership in recognition of his achievements, which he humbly accepted.

Most importantly Ian served approximately 20 years as club secretary resulting in correspondence extraordinaire, with the initials I. O. C. splashed over club records like a rash.



Suffice to say Ian Osbourne Clark will be remembered as a member with unequalled distinction.



Ian Osbourne Clark  
17-8-1926---26-5-2016

#### **ANOTHER PERSON'S WORKSHOP.**

Article by Bill Coles.

My wife and I recently had the opportunity to visit some friends in Japan. Whilst in Tokyo I met up with a Model Engineer whom I had been conversing with over the net but never met. I arranged to visit him at his home, discuss model IC engines and spend some time in his workshop. I add that he makes top class engines, mainly  $\frac{1}{4}$  scale with a very high standard of finish and workmanship. His eight previous engines range from one to nine cylinders. His current build is a Wright j5 9 radial. His work shop is very well equipped and compact, small would sum it up. [See photos page 10.] Entry is by a sliding door into his "dirty room" some one metre square which houses a pedestal grinder, shot blast device and a small tool and cutter grinder. Movement in and around the workshop is restricted but everything has a place and a purpose. His central vise and "bench" is a portable folding saw horse. His assemble and clean area measure some 600 x 600mm. To view his completed Lee Hodgson 9 radial he sat it on the floor, less the propeller. I estimated the workshop measured 4 x 5 metres. He is a plastic surgeon by profession and a self- taught modeller. We spent some 3 hours exchanging "how did you do it/that". It was time well spent even though the outside temperature was 2 degrees.



## ROYAL ADELAIDE SHOW EXHIBITS.

The Royal Adelaide Show is open from the 1<sup>st</sup> to the 10<sup>th</sup> of September.

In the open Arts and Crafts section "Model Engineering Trains" are recognised as an Exhibitor. This exhibit, up to now, has been supported only by SASMEE. It is hoped that other kindred clubs will take up the cause and become involved in what has turned out to be a crowd pulling show feature.

SASMEE members have provided the exhibits for the past shows and members are urged to become once again involved for providing models for display. Friday the 25<sup>th</sup> of August is the delivery day for mounting the models with Judging taking place the same day.

Models must be on show for the duration with collection to be on Tuesday the 12<sup>th</sup> September between 9 and 12 noon.

Members who are thinking about entering a display **must** have their entry form lodged by 5pm on Friday 23<sup>rd</sup> June. [No exceptions].

Entry can be made online:- [www.theshow.com.au](http://www.theshow.com.au)

Cost is \$7.00 per entry.

This year the garden railway gauges have been included thus opening up the extent of models which can be displayed. Classes are,

Class 352- Diesel Type Locomotives, 7 ¼" 5", 3 ½", 32 and 45mm gauge.

Class 353-Steam locomotives, 7 ¼" 5", 3 ½", 32 and 45mm gauge.

SASMEE have been given the OK to display the club flag and together with handouts we are in a strong position to recruit new members.

The Secretary will be calling for volunteers to man the stand over the show period. Entry passes will be provided.

Any queries or concerns, contact Jeff Schaefer or Bill Coles.



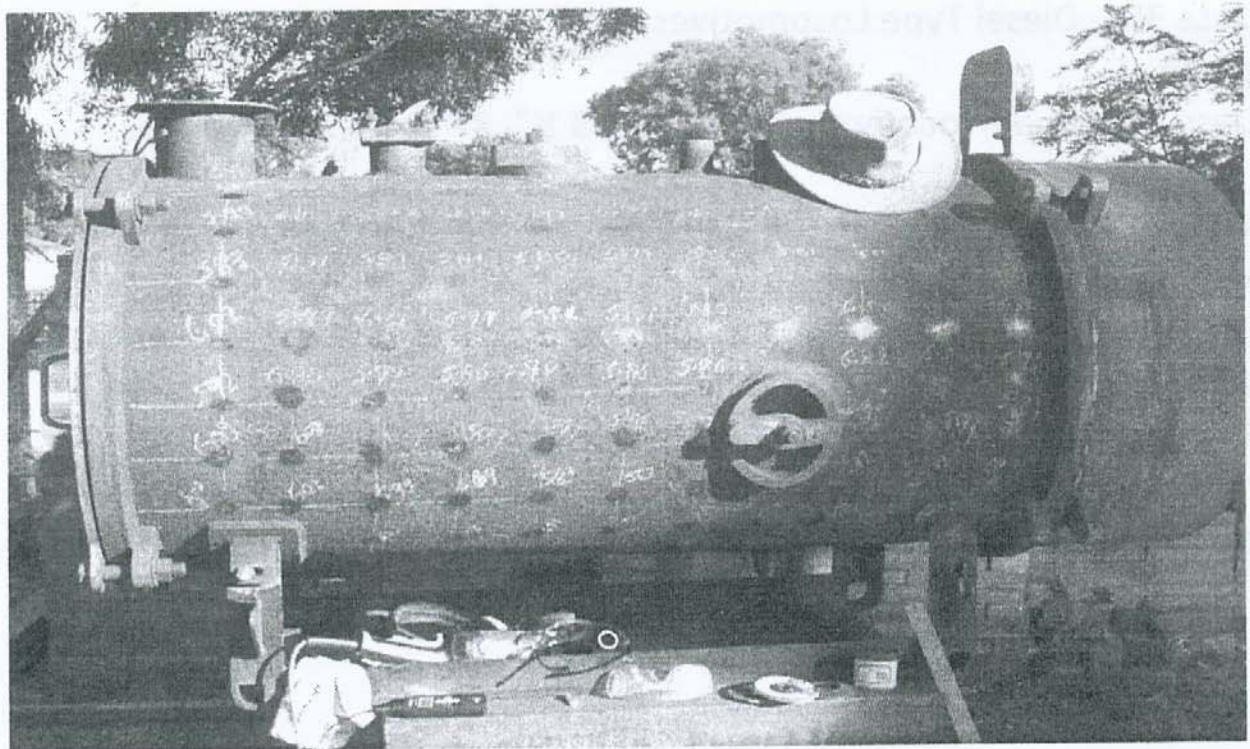
## SASMEE STEAM HOUSE REPLACEMENT BOILER.

Our existing wood fired boiler has given many years of service due to the care and attention of our boiler house crew. There has been a need of ongoing maintenance as can be expected. Maintenance work that has taken place over a period of time has been the welding up of boiler plating due to normal wear and tear and the replacement of all the boiler tubes, which were major undertakings

Old age has caught up with the existing Pascoe and Co boiler and the search went out for a replacement unit with the aim of obtaining a unit which would have a long life given the conditions in which our boiler operates. A replacement has been found and is currently situated in the southern car park area, western side.

The "new" boiler was manufactured in 1981 by W & M Engineering, located in Starr Ave North Plymton. Rated at 10hp the boiler and will be gas fired when installed. The boiler was obtained from Stirling Dry Cleaners and came with all auxiliary equipment.

We are fortunate that the unit comes with a top class pedigree. Club member John Weidenhofer has attended the boiler for its entire life and our Bernie Dickinson was the boiler inspector during its active operating period. The unit is currently undergoing visual and ultrasonic plate thickness testing prior to certification at a later stage. Removal of the old and installation of the new will be reported on at the appropriate time. Watch this space.





## **AALS 2017 CONVENTION.**

### **SASMEE AWARD FOR NON-STEAM PROTOTYPICAL LOCOMOTIVE.**

The recent AALS convention held at Port Macquarie, NSW displayed a range of quality models. The SASMEE judging panel consisted of Brenton Dicker, John Monteodorisio and Allan Wallace.

The eventual winner, after much discussion and intense scrutiny by the judging team was Peter Nixon of the QSMEE club with his 71/4" gauge QR1700 class diesel loco. A strong contender in second place was Steve Konkoy with a 44 class diesel loco. Both were superbly detailed models.

The two photos, both of which show Peter's loco were taken by "Darryl Green Photography" of which publication is accredited and recognised.







### USEFUL TRIVIA?

At some time or other we may be faced with drilling a hole to which the depth including the point, must be taken into account.

There is an answer to this dilemma. Multiply the drill diameter by 0.3 and add this result to the depth required to give an overall length.

[This calculation only works with drill sharpening of 118 degrees.]

### A BIRTHDAY.

It is not common practise to mention a member's birthday particularly in this publication. However, the 16 members who attended the recent Wednesdays' working bee celebrated Ralph Ollerenshaw's big day with gusto, acclamation and a host of best wishes.

The amount of good cheer was because Ralph supplied 2 chocolate mud cakes for morning tea. Happy Birthday Ralph.



### **RECENT LOCO TRIALS.**

Member Jack Soames was recently captured taking his refurbished 5" gauge Prairie Tank loco for a run during a working bee Wednesday. By the look on Jack's face together with accompanying members all was going well. Nice work Jack.



### **EFTPOS.**

The recent introduction of the EFTPOS system at the ticket box and the canteen is proving to be well received by the visiting public and SASMEE staff. EFTPOS has solved a lot of problems with the public paying for large amounts when parties are involved. SASMEE is moving with the times.

### **TRACK WORK.**

Brad Cottle and crew are putting in some nice work in replacing some tired wooden sleepers with plastic ones. Recent upgrade was at the points section just north of the Lilly Pilly Bridge. Attention was also given to check rail alignment.



## SASMEE MEMBER PROFILES.

The concept of including "Member Profiles" in magazines is not new. This is the first and hopefully will not be the last. The idea is to approach members who may have a background of interest or have a specialist skill etc which would provide an insight into the person that you really only know by name. These profiles will not be a regular feature and depending on the club's reaction may never appear again. Questions asked would be on a standard format, be non-invasive and be published only after approval by the person approached. If you have any concerns about this subject as a Bulletin article inclusion see me. The Editor. Bill Coles.

### Jeffrey Schaefer. [Currently the Club Secretary]

Married to Dawn with 2 children and 4 Grandchildren.

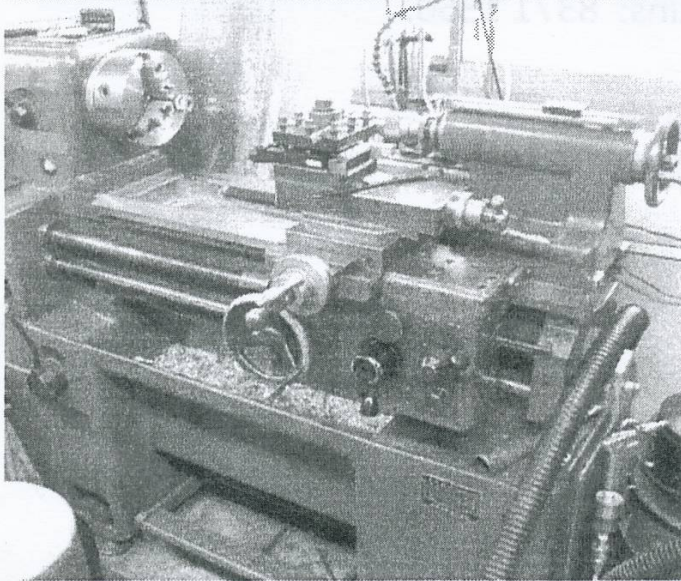
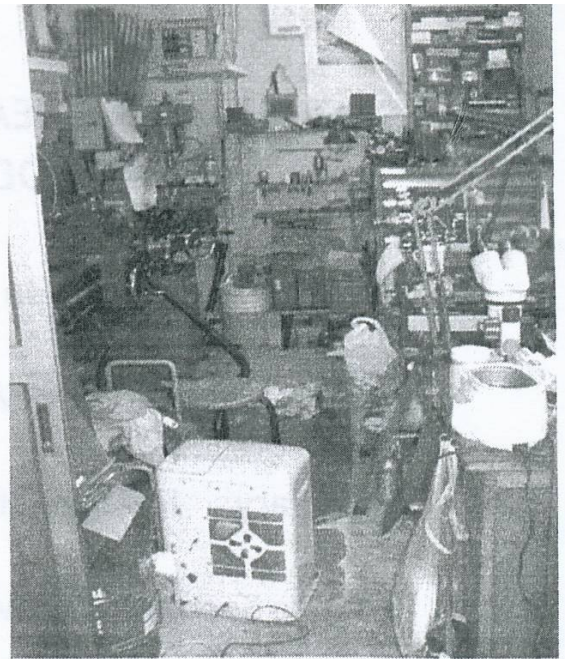
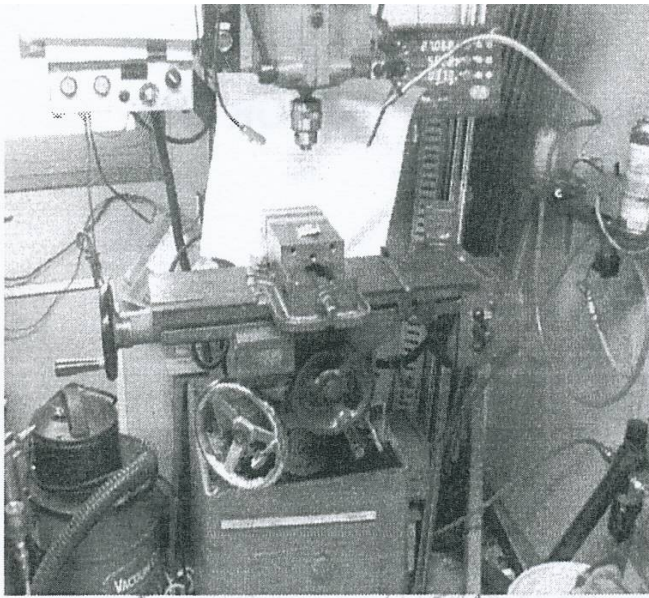
I was elected a member of the club on the 14<sup>th</sup> February 1978.

Some background /working life. I was born in Laura in the mid North. Moved to Woodville north in 1947. Attended Ridley Grove Primary School and Croydon Boys Tech. Entered an apprenticeship in Fitting and Turning with Chrysler Australia on the 6<sup>th</sup> January 1965. Out of my time I became involved in toolmaking building press tools for Volkswagen and the new Valiant. Promoted to Supervisor of die maintenance [3 shifts]. later to the Apprentice Training Centre in 1967. In 1976 was promoted to Apprentice Supervisor. Transferred to the Lonsdale Plant in 1984 as a Personnel Officer. Back to Tonsley Park in 1989 having moved into the Workcover section. Retired from Mitsubishi in August 1999. [43 years and 6 months service.]

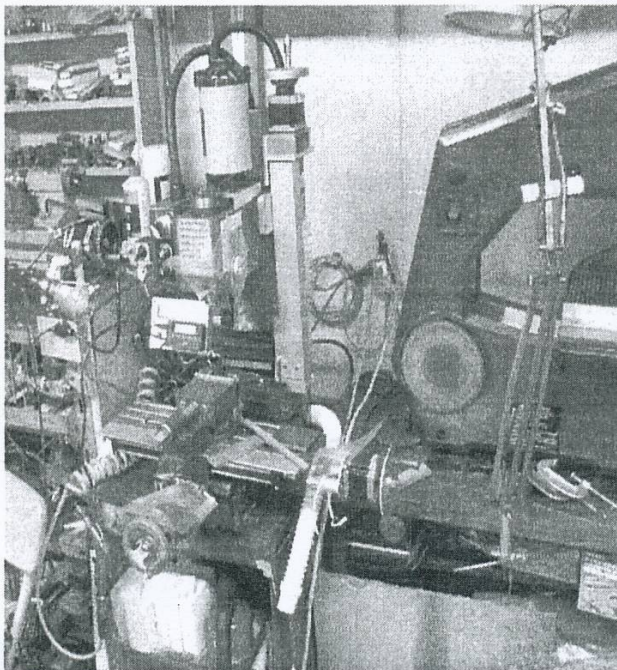
Modelling and other interests. Modelling has been in non-steam locos. Have built a LMS 1831 designed by Edgar Westbury powered by 90cc Honda motor but now converted to electrics. Started a 2" scale Traction engine as a long term project. Purchased the Pickering steam lorry from the late Frank Lee and ran it for a time around SASMEE. Would like to build a 5" g Queensland Rail DL class diesel loco. Having obtained details from QR. I am a Life Member of the Veteran and Vintage Motorcycle Club of SA having restored Triumph, Minerva, Norton, Rex Acme, BSA, Neracar and a Harley Davison. I have a 175cc Honda with an electric starter. Joined the Morris Register of SA and have restored a 1938 Morris 8/40 tourer. Have a 1960 Wolseley and a 1965 Wolseley 24/80. Enjoy gardening and our Daughter's Labrador.







Model Engineers' workshop visited. Digital read outs to all machines with CNC facility on the small green lathe and small vertical mill. The light grey device in the doorway is a heater. Very extensive range of small tools in drawers





## **SASMEE OFFICE BEARERS AND COMMITTEE FOR THE PERIOD 2016-2017**

**President:** Brenton Dicker, 8270 3175.

**Vice President:** John Monteodorisio, 8276 4675.

**Secretary:** Jeff Schaefer 8298 6927

**Minute Secretary:** David Hawkins: 8371 1350.

**Treasurer:** John Foster. 83363119.

**Accounts:** Mary Homann. 0429 901 576  
Toni Offler.

**Committee;** John Beal  
Michael Offler.  
Trevor Hill.

**Boiler Inspectors:**  
Bryan Homann. 0417 843 945  
John Monteodorisio, 8276 4675

**Canteen Management:**  
John & Jackie Monteodorisio.

**Library:**  
John Davey, Fred Gold, Bill Coles.

**Auditors:** Michael Moyse, Graham Gaetjens.

**Patron:** Lachlan Cline, Mayor of Unley City.

**Vice Patron:** Bernie Dickinson, BA CPEng, FIFE, Fi Mar. EST.

SASMEE Bulletin: Editor, Bill Coles, 8296 2167.

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